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His daughter, who is approximately 18 or 19 years old, is also trying to return home. The prospects of this return are small. KRAUTER receives 6,000 rubles per month, a medium salary according to Soviet standards after the currency reform. Besides this, the factory provides him with a 6-room apartment, one maid and one PW servant. The hiring of a PW of his own was refused. PWs have observed that, whenever KRAUTER leaves the factory or returns to it, he is followed constantly by three civilians, apparently MVD officials. Graduate engineer KRAUTER is over 60 years old. The informant accidentally found out that he has designed a new type of electric freight locomotive. But the factory has not yet begun to produce this design. KRAUTER's contract extends until 1950.

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5. Technical Equipment:

of the factory as modern and very efficient. Further improvements in the installation were being made constantly and new automations and machinery were constantly arriving. The present park for machinery includes German, American, Swiss, and Soviet pieces. Also numerous pieces of machinery, packed for the most part, still lie in the extensive factory compound. Its usability should be considerably lessened by now because of long storage and the habit of stripping the constituent parts needed somewhere else.

6. The most important parts of the factory are as follows:

- a. Foundry
 - b. Forge
 - c. Carpenter shop for making models; carpenter shop
 - d. Machine shop and finishing shop
 - e. Shops under construction
- a. The foundry, a shop about 200 x 80 m., consisting of several wings, provides the production of large and small cast parts such as motor mounts, wheels, etc. It is located just south of the main road, which goes through the factory compound in an east-west direction.
 - b. The forge is northeast of the foundry and just north of the main road of the factory. According to the informant's description, it is a shop with two wings about 130 x 50 m.
 - c. The carpenter shop for making models, about 80 x 40 m., is a large building in the northern part of the factory compound.
 - d. The machine shop and finishing shop comprise the largest section of the whole factory. The high shops, which are opposite each other and are very often built together, are located east of and adjacent to the foundry, just south of the main factory road. The complex of buildings should be all of 200 m. long by 80 - 100 m. or more wide. Cast and forged parts are brought here for necessary further fine finishing; in the electric shop, coils for machines are mounted; and, finally, in the finishing assembly, electric locomotives are turned out completely finished.
 - e. The finished buildings and those under construction are distributed over the north and south half of the factory area. In the northern part, the construction of a building with 3 wings, about 180 m. long and all of 75 m. wide, was still in progress in April 1949. It will be a 2-story office building with its front facing the road, and will join directly the building containing shops. This new building is located between the fence on the east side and the forge. To the south, just below the finishing assembly and the machine shop, they have just erected the walls of a large building about 180 x 150 m. with 10 (?) wings. A large machine shop is to be set up here. In the immediate vicinity, adjacent on the west side, a second similarly large building is being planned. However, construction work has not yet started here. Last of all, in 1943, a building about 40 x 30 m. with iron girders was erected in the northern part of the compound between the forge and the large storage yard. In the meantime, no further progress has been made on construction.

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7. Miscellaneous installations: A sawmill and a large lumber yard are located in the southeast corner of the compound. Adjacent on the west side, slag cement is stored. There is still a great deal of open space available in the southwest corner. Machines and machine parts, some packed, some unpacked, are kept here. A carbonic acid filling station is located at the spot where the main factory road leaves the compound on the west side. In the northern part of the factory area is a large storage area chiefly for building materials, iron, and iron parts; a few storage sheds have been built to shelter this material. 25X1X
8. Production: [REDACTED] the Novocherkassk factory produces independently all of the necessary parts for locomotives. The motors are also made in the factory. The electric freight locomotives are manufactured with two throttles; they are the rather old 172-ton Soviet type engines which are intended for freight traffic on parts of the Trans-Siberian railroads (sic). The top speed is 75 km. per hour. The locomotives consist of two units coupled together, each having three axles. Each axle has its own drive. The production quota is eight engines a week (?); this quota is probably the goal to be reached now.
9. The factory receives its electric current from an outside source, as far as the informant could determine. An open transformer installation, which was enlarged in January and February 1949 by German PWs working in the factory, is located 100 m. north of the factory compound. Ditches were dug for new cables leading from the open installation into the factory. The high voltage wire extended in an east-west direction. The current went off frequently.
10. The factory branch line extends to the main line which skirts the factory compound on the east side. It is probably the Shakhty-Novocherkassk railroad. The compound has more tracks than are shown on the accompanying sketch. 25X1X
11. [REDACTED] However, the personnel figure, despite three shifts daily, probably would fall way below the 10,000 level. 25X1X
12. The factory was guarded by armed personnel of the plant, both male and female. Entrances were especially well guarded. It was impossible for unauthorized persons to enter the factory. The stalwart fence around the factory did not have any guard towers. The factory fire brigade was very well represented in force.

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